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TOBACCO

Have you tried it?

SHIPPERS NOT HAPPY

Some Would Prefer a Rebate to Lower Freight Rates.

Ultimatum Submitted by the Atchison to the Western Passenger Association-General Railway News.

One of the largest grain shippers in this section was asked yesterday by a Journal reporter if the lower rates, in his opinion, would effect much increase in grain shipments. He answered "no. The fact is," said he, "we had rather let rates be nominally 25 cents per 100 pounds, Chicago to New York, than have them reduced to a 20-cent basis. A 3-cent rebate is much better to use than a 5-cent reduction." He then stated that when rates were down to a 20cent basis every little shipper dipped in and the market soon became glutted, whereas, when the little shippers did nothing and the big shippers got a 3-cent rebate there was little danger of the market becoming overstocked. As this firm, in December, was paid \$1,100 rebates on the business it did over a certain line in Nevember, it is evident that the shipper knew what he was stating to be true.

The Atchison's Demands. The attitude of the Western Passenger Association lines toward the Southern Pacific and Atchison fight will be determined to-day. At yesterday's meeting at Chicago of the association Passenger Traffic Manager White, of the Atchison, made a long statement reviewing the relations of his line with the Southern Pacific and reciting the causes leading up to the present troubles. He closed his remarks by asking that, as called for under the association agreement, the association lines be sustained by its members against all others, and that the Eastern committee lines of the association should cease all business relations with the Southern Pacific. The matter went over until to-day, when Chairman Caldwell will give the matter a hearing. He may render his decision at once, or take it under advisement for several days. The Atchison will, if the decision is adverse to it, promptly withdraw from the Western Passenger Association and make its fight from Chicago, instead of from the Missourt river. Its business east of the Missouri river is comparatively nothing, while the heavy interests of the majority of the other association lines are east of the river. They care comparatively little what goes on west of the river, provided they are not molested east of it. Nothing will bring them to the side of the Atchison more quickly than a prospect of demoralized rates east of the river. They prefer to stand neutral, but they cannot with the Atchison making a fight from Chicago.

Mr. Whitcomb Remembered.

D. F. Whitcomb, after long holding the position of superintendent of the Union Railway Company and Belt road, retired from that position last night and probably from the service of the company, although that question has not been fully settled. But few officials are more popular with employes and subordinate officials than was Mr. Whitcomb, and they showed their appreclation last evening through a committee, which called at the room of Mr. Whitcomb just as he was about to retire and presented him with a handsome sum of money, all in \$20 gold pieces, inclosed in a handsome large leather purse. Since Mr. Whitcomb's connection with the Union Railway Company the business of the Belt road has grown from 2,000 cars per week to 16,000 to 22,000 a week; the bus ness of the switches on the Belt has rised from a few hundred cars a month to several thousand; the new Union Station and the extensive system of tracks have all been constructed under his administration, and through all the vexations attendant upon such work Mr. Whitcomb has always shown the same cheerful disposition and considered well every move of importance made. To please so many different interests as are represented in these two companies was no easy task.

A Railroad Reminiscence.

P. L. Mitchell, of Rock Island, is visiting his daughter in this city, Mrs. H. S. Fraser. Mr. Mitchell is eighty-two years of age and yet quite active. His early experiences in railroad matters are interesting. In 1856, in company with P. L. Cable, he left Georgetown, Ky., and went to Rock Island, coming to Indianapolis over the Madison & Indianapolis road, going from here over the Indianapolis & Lafayette to Lafayette, then over the Louisville, New Albany & Chicago to Michigan City, and thence over the Michigan Central to Chicago, changing cars three times. On reach-Rock Island Mr. Mitchell decided to go into the banking business and Mr. Cable into railroading, taking hold in the beginning on the Chicago & Rock Island, soon reaching the presidency of the company, which he held until his death. R. R. Cable, who is now president of the company, was a nephew of P. L. Cable, deceased, and followed him as president of the company. Mr. Mitchell has been equally successful as a banker, and enjoys the reputation of being one of the most generous men in the place where he resides.

Will Not Be Dissolved.

The executive committee of the Southern Railway and Steamship Association held two sessions at Louisville yesterday. The association will not be dissolved, but will remain in existence. Of all the lines in the association the Louisville & Nashville and the Nashville, Chattanooga & St. Louis have alone withdrawn, and declare they are out of the association for good. A few other lines reserve the right to withdraw in the event their interests are not protected by the association if any active warfare is entered into by the roads which have withdrawn. The committee appointed to look into certain matters relating to interests that would be affected by the withdrawal of the L. & N. made partial report and were continued. Receiver Felten, of the Queen & Crescent, was on hand at both the sessions, but made no speeches. He made no attempt to deny the charges made against his road by the L & N. The meeting adjourned to meet in New York March by which time the position of the L. & N. and the Nashville, Chattanooga & St. Louis will have been ascertained.

Personal, Local and General Notes. The shops of the Panhandle lines to-day begin working eight hours, instead of half

E. O. McCormick, passenger traffic manager of the Big Four lines, is expected in the city to-day James Hazzard, commercial agent of the

Santa Fe at Cincinnati, is in the city on official business.

John Truman, engineer on the Logansport division of the Panhandle lines, on Tuesday celebrated the twenty-fifth anniversary of continuous employment on that

Frank Campbell, a conductor on the Vandalla, who has been long in the company's service, to-day takes the position of trainmaster on the Peorla division of the Van-

Employes on the Philadelphia & Reading road in all departments will to-day have their wages reduced 10 per cent., the reduction extending to the shops on the

James Montgomery has been appointed receiver of the Evansville & Richmond. This road was a part of the disintegrated Mackey system. and is 102 miles in length, running from Elnora to Westport.

The Terre Haute car works yesterday shipped to the Big Four ten of the twenty cabooses ordered by that company. At the works they are pronounced the best caboose car in every particular yet built. The Chicago & Rock Island and the Big Four have contracted for the hauling or some thirty thousand barrels of cement from Utica, Ill., on the Chicago & Rock Island, to Indianapolis, for the Consolidated Coal and Lime Company, to be used in

construction of sewers and street improve-ments. Of this number 16,000 barrels, 160 carloads, are to be hauled at once. The Lake Erie & Western owns 5,117 freight cars; of this number 4.014 are box cars; about 3,000 have a fifty-thousandpound carrying capacity, and the remaining cars are to be rebuilt to that capacity. It is stated that the Louisville & Nashville holds a sufficient amount of bonds of the South Carolina road to secure control of the property at the coming foreclosure sale, and they will they buy in the road. The receivers of the Louisville, Evans-ville & St. Louis road are considering the enlargement of the shops at Princeton, Ind. The present shops are not large enough to do the work required for the

C. E. Schaff, private secretary of M. E. Ingalls, president of the Big Four lines, will be in the city to-day, and to-morrow will accompany General Manager Barnard over the west division of the Peoria &

The paragraph to the effect that the late A. A. Talmage was the founder of railroad hospital service in this country is incorrect. The Union Pacific has maintained a hospital at Sacramento, Cal., ever since the road was built, before Mr. Talmage became

Private advices received at Chicago from New York announced that there is no probability that any restoration of freight rates will be brought about by the meeting of the joint rate committee of the trunk lines and Central Traffic Association, now in session in that city.

G. W. Bailey, who to-day takes the super-intendency of the Cairo division of the Big Four, is an engineer of maintenance of way of marked ability. This appointment will be a saving to the Big Four company. as Mr. Bailey will act both as superintendent and engineer of maintenance of way on that division.

T. J. Helm, formerly agent of the Beewrites a friend in this city that, through a Mexican, he has discovered a gold mine in New Mexico which promises fine results. Experts are now investigating the matter, being confident that the yield of gold will be such as to make Mr. Helm and his associates wealthy men.

Benjamin McKeen, engineer of maintenance of way of the Logansport and the Peoria divisions of the Vandalia, is getting the work trains and crews together to begin ballasting on these divisions and making other improvements as soon as the weather is suitable. He expects to be doing something in this direction by the middle of this month. He expects to get the track of the Logansport division in as good physical condition as the Vandalia

The receivers of the Atchison, Topeka & Santa Fe announce that they are preparing to make extensive improvements to the main line during the spring, summer and fall months. Material in the way of ties and new rails is already being distributed. The receivers will at once double the track between Emporia and Florence, forty-seven miles, where the grading, bridge work, etc., has already been done. Over one hundred trains are handled daily on this forty-seven miles of road, and it requires skillful management to avoid delays and

One of the problems which is receiving much attention from E. O. McCormick, passenger traffic manager of the Big Four, is to make a trip on any portion of the Big Four system pleasant, and his proposition to place phonographs in the parlor cars is being much commented on by the press. Mr. McCormick's idea is that the whole theory of passenger service is based on the idea that nothing is too good for the plain American traveler, and it need not be a surprise if the coaches of the Big Four in the not distant future are equipped with all the various nickel-earning devices which now so numerously decorate hotels.

C. M. Dickson to-day takes the position of chief train dispatcher and John Gordon the position of master mechanic of the Beit road shops. Both are promotions. The Union depot roster will be as follows: Frank Rogers, day stationmaster; George Cloud, caller by day; Luther Bolen and John Martin, day policemen; W. Thickeston and H. Clements, gatekeepers. Will Roney is to be on duty as policeman from 11:30 a. m. to 11:30 p. m. The night force will be John Lewis, stationmaster (Superintendent Zion says this appointment is but temporary); Charles Knight, caller; Frank Lewis and H. Wilsey, policemen; John Lane and E. McQuown, gatekeepers.

John B. Witty, who to-day retires as roadmaster of the Union tracks and Belt road, thus closes his thirty-eighth year in railroad service, his first work being done on the Louisville, New Albany & Chicage. Among his first runs on the road was as conductor of an excursion train to the Battle Ground, near Lafayette, at a great gathering of people to attend a Fremont rally, John C. Fremont being then candidate for the presidency. Since that time he has been steadily employed on different roads in more important positions, and for the last twelve years has been roadmaster of the Union tracks and Belt road. He laid the system of tracks to the Union Station train sheds, which is by experts said to be the most perfect to be found in any rail-

The opposition to the present receiver of the Louisville, Evansville & St. Louis, Mr. E. O. Hopkins, is taking definite shape, the first-mortgage bondholders moving in the matter. The New Albany Ledger says: Those who desire the change are dissatis fied with the manner in which the property is being managed. They say that the property is being used in the interests of Evansville as against the more important cities on the line, particularly such terminal points as St. Louis, New Albany and Louis-ville. It is charged that New Albany and Louisville, in particular, are being ignored in the management, to the detriment of the air-line's business, and that the proper headquarters of the company is Louisville or New Albany, instead of Evansville, which is upon an unimportant branch of the road. And another is that he is receiver of the Peorla, Decatur & Evansville road, a competing line, and cannot, therefore, give the air-line the benefit of an unprejudiced management. Up to Monday afternoon the signatures of the holders of \$1,800,000 of the first-mortgage bonds had been secured in that city, and the parties having the matter in hand feel confident they will secure enough signatures to give them a large majority of the bonds and secure a change in the receivership. It is said that Col. George F. Evans, of Boston, formerly a receiver of the road, and for several years its general manager, is the choice of those moving for the change for the receivership to succeed Mr. Hopkins.

An Insurance Company Assigns. LOUISVILLE, Ky., Feb. 28 .- The Colum-

bian Fire Insurance Company of America assigned to-day to S. H. Sullivan. The in-strument was signed by E. L. Butler as president. The company has had many reverses since its organization, and at a recent meeting it was decided to suspend. If the company does not lose heavily on the outstanding policies it will be able to pay out in full. The assets are about \$250,000. with contingent liabilities of \$125,000. The reasons given for the assignment were the unfriendly criticism of insurance commissioners in other States and the consequent cancellation of policies.

Cannot Recover from a "Corner." CHICAGO, Feb. 28 -- A finding for the defendants was made to-day by Judge Blanke in the Board of Trade suit of Lamson Brothers against Boyden & Co. to recover \$42,000 which the plaintiff claimed to have paid out through an alleged "corner" in the corn market in November, 1889, charged to have been manipulated by defendants. The case has attracted considerable attention, it being the first suit of this nature ever tried in Illinois.

Moral Spasm at Lincoln. LINCOLN, Neb., Feb. 28.-In accordance with orders issued by Mayor Wier, every gambling place and disreputable resort here will be closed after to-day. Already the gambiers and fallen women are leaving town. The police will arrest everyone found in a prohibited resort and enter names correctly. Property owners renting places for prohibited purposes will be pun-

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At Work Again on the Indianapolis National Bank Cases.

Judge Baker Comes Temporarily to the Aid of a Muncie Iron Company-A Divorced Wife's Evidence.

Frank M. Hayes, the bank expert, who prepared the indictments in the Indianapolis National Bank cases, arrived here yesterday morning, and will begin work today getting the evidence in shape for the trials next month. His old quarters in the fededal building-Judge Gresham's former rooms-were arranged for his convenience yesterday, and he will remain here until after the trials. Mr. Hayes said yesterday he had been directed by the Department of Justice at Washington to report to the district attorney here, and could say nothing more than that in reference to the matter. He had nothing to offer in relation to the mistakes which invalidated two of the indictments, and said he was here simply to work in conjunction with and under District Attorney Burke's direction.

The assistant district attorney, Mr. Corr, said last evening that he and Mr. Burke would consult with Mr. Hayes during the next few days concerning what had better be done in the matter of the defective indictments. The attorneys for the defense have as yet given no indication as to what they intend to do, and the prosecution is working somewhat in the dark in this mat-ter. The suggestions of Mr. Hayes may prove of value to the prosecution in this regard. The mistakes are generally regarded as having the effect of spoiling a great deal of hard work, much of which fell to the lot of the active and zealous ex-pert, who was tireless in the labor of pre-

paring the indictments. The preparation for the trial of these celebrated cases will involve much more careful work, even, than the drawing of the indictments. Before a grand jury the prosecution has everything practically its own way, but on trial it is decidedly different. With a number of prominent lawyers watching every interest of the defendants the government's side of the case will have to be ably prepared and even more ably presented. Messrs. Burke, Hayes, Corr and Kern will have no time from now until

ORDERED TO HAUL IT. Judge Baker Directs the L. E. & W. to Move Freight that It Had Refused. A cross bill filed yesterday in the federal court by the Indiana Iron Company, of Muncie, in the suit agains that corporation by the Lake Erie & Western Rallway Company, resulted in the immediate granting of an injunction and an order by Judge Baker commanding the railroad company to at once haul certain cars of freight mentioned in the cross bill as ready for transportation to the cities of Dayton and Springfield, O., from the works of the Indiana Iron Company to the yard of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company in Muncie. He also dis rects the Lake Erie & Western Railroad Company to receive from the yards of the C., C., C. & St. L. Railroad Company at Muncie certain cars of freight now in the yards of that company consigned to the Indiana Iron Company, and to haul from the works of the Indiana Iron Company such other cars as may arrive at Muncle consigned to the company, or as such company may load and have ready for ship-ment from its works. It is further provided in the order that the railroad company shall receive \$2 a car for each car hauled under the order of the court. The order is to continue in force until March 24. when the final hearing will take place. It is averred in the cross complaint of the Indiana Iron Company that it furnished the company the right-of-way over its premises for a sidetrack; that the railroad company agreed to haul over the sidetracks and switches all cars of freight shipped by the works, and all cars con-signed to the works, whether such cars were to be shipped over the Lake Erie & Western lines or not. The Iron works denies that it agreed to furnish the railroad company a specific number of cars a day. It is averred by the iron company that the railroad company has broken the agreement in that it has refused to take from the works of the iron company freight ready for shipment; that the railroad comfreight shipped to the works, although notified that the freight had been shipped to the works, and was ready to be delivered; that the sole ground on which the railroad company based its refusal was that it was not bound to haul over such sidetracks or switches freight to and from the works of the iron company unless the freight came to Muncie over its own lines, in any case where the freight came from a point on the company's lines, and also on other lines and intended to be shipped to such point. The iron company asserts that the Lake Erie & Western claims the right to use and control the sidetrack, switches and belt line connected therewith for its exclusive benefit, thereby preventing the iron works and those with whom it deals from selecting lines of railway over which to ship freight. It also avers that the railroad company has violated the contract under which it attained the right to the switches, and, also, that, being a common carrier, it cannot lawfully refuse to take out the iron works' cars. The iron people charge that the railroad company is trying to monopolize the freight business of Muncie, and that they will be greatly damaged unless the court forces it to recede from the position it has taken.

HIS DIVORCED WIFE'S EVIDENCE. Said Her Husband Prosecuted a Man

Through Revenge. In Room 2, of the Superior Court, Julius Jessen demands damages from George Boeckling, agent of the Keystone Land and Improvement Company, for alleged malicious prosecution. Some time ago the plaintiff purchased through Boekling a house and lot, which he was to secure on the installment plan. After paying \$90 on the property the plaintiff alleges that he did. some work for the defendant, making a charge of \$20. He desired the amount credited on the notes he had given Boeckling, but alleges that the latter refused to accede to the request on the ground that he had made an exorbitant charge. Trouble ensued over the notes, during which time, it is alleged by Jessen, that Boeckling applied to him an epithet. He proceeded to cause the arrest of the land agent on the profanity charge, and was, in turn, arrested on a warrant sworn out by Bockling, charging him with malicious trespass, It was alleged that Jessen had destroyed a shade tree valued at \$100, which grew on the premises he was attempting to purchase. He followed with the suit for damages. Yesterday Boeckling's divorced wife testified that her husband told her that his action against Jessen was entirely through a spirit of revenge.

A Dairyman's Damage Suit.

In Room 2, Superior Court, the Cleveland, Cincinnati. Chicago & St. Louis railroad was yesterday made the defendant in a damage suit in which the plaintiff, Henry C. Sanders, demands judgment in the sum of \$10,000. Sanders is a dairyman and was struck by a Big Four switch engine at the Leota-street crossing, while driving over the track last January. He alleges negligence on the part of the road in permitting freight cars to stand near the crossing and obstruct the view. The plaintiff avers that he did not see the approaching engine until he was run down. He charges that the locomotive was running at an unlawful rate of speed and that when it came into contact with his vehicle, the result was disastrous. His wagon was knocked to pieces, both his horses were killed and serious injuries to his own person are alleged.

Reversed the Judgment. Judge Winters yesterday decided the suit of George Mitchell against the Hod-carriers' Union, which was brought to Room 1 on appeal from the court of Justice Daniels. Mitchell is a colored man who sued the union for sick benefits. He was awarded judgment by Justice Daniels for \$8, but the union appealed to the Superior Court. On the testimony of the physician who attended Mitchell during his illness it was proved that he suffered from a loathsome complaint, and Judge Winters promptly reversed the decision made in the justice

Small Cases.

Yesterday morning in Police Court Chris Zimmerman paid a fine of \$1 and costs for striking one "Punch" Campbell in Hirse's

EXPERT HAYES HERE | saloon last Friday. Zimmerman stated that Campbell used insulting language toward Mrs. Zimmerman. John Jones, a colored man living in North Indianapolis, was brought into court, charged with having a sein in his possession. He claimed that he used the sein in the private pond of water belonging to Dr. H. R. Alien and that he used the article with the Doctor's permission. The case was continued indefinitely.

> Probate Court Matters. Yesterday in the probate court John W. Bartlett was appointed administrator of the estate of Wallace J. Bartlett, bond \$400; William B. Pentecost administrator of the estate of William Baughman, bond \$800; G. Adolph Wurgler, administrator of the estate of Samuel Winkle, bond \$100.

> Three Months for Chicken Stealing. In the Criminal Court, yesterday, John Saylor was found guilty of stealing chickens and was sent to the workhouse for three months. Harrison Blake, charged with the theft of a jug of whisky, was before the court, but the evidence was only partially heard.

Superior Court. Room 1-James M. Winters, Judge. Thorpe Block Building and Loan Association vs. Thomas Markey et al.; foreclosure, On trial by court.

THE COURT RECORD.

Room 2-J. W. Harper, Judge. Julius Jessen vs. George A. Boeckling; damages for malicious prosecution. On trial John Landers vs. Lycurgus C. McCann et al.; suit on notes. Jury returned verdict for Angelina McCann for \$1,214.01.

Room 3-Pliny W. Bartholomew, Judge. Dennis Sullivan vs. Harry Rosenbaum; attachment. Dismissed and costs paid.

Henry Nolting vs. Willard Haugh; sprinkling lien. Dismissed and costs paid.

Thomas Clark vs. Allen Smith et al.; mechanic's lien. Continued until March 1. Circuit Court.

Edgar A. Brown, Judge. Philip K. Ebaugh vs. The Pennsylvania Company; damages. Demand, \$25,000. On trial by jury. New Suits Filed.

Henry C. Sanders vs. The Cleveland, Cincinnati, Chicago & St. Louis Railway; damages. Demand, \$1,000. Superior Court, Room 2. Harry Owens vs. Arthur Jordan; com-plaint on contract. Superior Court, Room 1. Noah Rounds vs. Caleb Johnson; suit on note. Superior Court, Room 3. Joel Scott vs. Emily Pillet; on note, Su-perior Court, Room 1.

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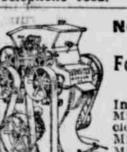
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DR. C. I. FLETCHER. RESIDENCE-670 North Meridian street. OFFICE-369 South Meridian street. Office Hours—9 to 10 a, in.; 2 to 4 p. mt; 7 to 3 p. m. Telephones—Office, 907; residence, 427.

DR. REBECCA W. ROCERS, DISEASES OF WOMEN AND CHILDREN -OFFICE-19 Marion Block. Office Hours: 9 to 12 a. m. 2 to 5 p. m. Sundays: 4 to 5 p. m., at Residence, 630 North Illinois street. Dr.J.E.Anderson

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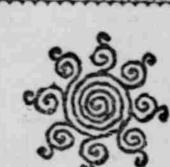
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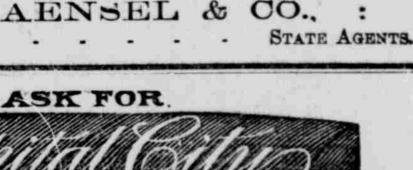
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COPY OF STATEMENT OF THE CONDITION

Washington Life Insurance Company On the 31st day of December, 1893.

Located at No. 21 Cortlandt street, New York city. WM. HOXTUN, V. P. and Secretary. W. A. BREWER, JR. President. The amount of its capital is \$125.000 The amount of its capital paid up is 125,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in banks..... Real estate unincombered.

Bonds owned by the company, bearing interest at the rate of 212, 4, 6 and 7 per cent., as per

is mertgaged, and free from any prior incumbrance.

Debts otherwise secured loans in cash on company's policies, \$446,488.89: loans secured by pledge of bonds, \$24,500,00 pledge of bonds, \$24,500.00 Debts for premiums, net deferred and uncollected. All other securities—int. due and accrued, \$135,478.74; agents' ledger balances, \$39,728.13. Total assets.....\$12,621.575.81 LIABILITIES. Losses reported, no proofs received.

All other claims against the company-premiums paid in advance, \$4,445.96; salaries and

Total liabilities......\$11,483,966,78 The greatest amount in any one risk, \$30,000. State of Indiana, Office of Auditor of State: I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1893, as shown by the original statement, and that the said original statement is now on flie in this office. In testimony whereof, I hereunto subscribe my name and a ax my official seal, this 19th day of February, 1894.

J. O. HENDERS N. Auditor of State.

COPY OF STATEMENT OF THE CONDITION

Pacific Mutual Life Insurance Comp'y

On the 31st day of December, 1893. Located at 508 Montgomery street, San Francisco, Cal. GEO. A. MOORE, President. J. N. PATTON, Secretary.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered . Bonds and stocks owned by the company, bearing interest at the rate of - per cent., as per schedule filed, market value 260,087.50 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 1,238,716.80 Debts otherwise secured..... 168,409.51 198,823.14 Debts for premiums..... All other securities..... Total assets..... \$2,711,424.76 Losses adjusted and not due..... \$1,410.00 Losses unadjusted The greatest amount in any one risk, \$20,000.

as shown by the original statement, and that the sail original statement is now on flie in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 13th day of February, 1894.

J. .). HENDERSON, Auditor of State. COPY OF STATEMENT OF THE CONDITION

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct

copy of the statement of the condition of the above-mentioned company on the 31st day of December, 1898

State of Indiana, Office of Auditor of State:

The greatest amount in any one risk, \$25,000.

Union Casualty and Surety Company

On the 31st day of December, 1893.

Located at northwest corner Seventh and Chestnut streets. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.
Bonds owned by the company, bearing interest at the rate of 3.65 and 7 per cent, secured as \$66,639.95 per schedule filed, market value..... 265,150.00 Accrued interest on bonds.

Gross premiums in course of collection.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. 327.00 135,637.36 16,500.00 Accrued interest on same Loans on collateral security 75,000,00 Accrued interest on same Total assets \$559,518,63 Amount owing, and not due, for commissions..... 238,290.60 Lusses registed..... Losses in suspense, waiting for further proof..... 12,615.46 Amount necessary to remsure outstanding risks 149,381.43 Total liabilities....

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentione; company on the 31st day of December, 1893, as shown by the original statement, and that the said original state neut is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 19th day of February, 1894.

J. O. HENDERSON, Auditor of State. J. O. HENDERSON, Auditor of State.

THE SUNDAY JOURNAL

Will be sent by mail to any address for

PER ANNUM.